CLASSIFICATION ~~SECRET~~ [redacted] 25X1

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT [redacted]

INFORMATION REPORT

CD NO.

CONFIDENTIAL

COUNTRY	Germany (Russian Zone)	DATE DISTR.	1 March 19[illegible]
SUBJECT	Synthetic Fuel Production and Distribution	NO. OF PAGES	7
PLACE ACQUIRED	[redacted] 25X1	NO. OF ENCLS. (LISTED BELOW)	
DATE OF INFO.	25X1	SUPPLEMENT TO REPORT NO.	

[redacted]

THIS IS UNEVALUATED INFORMATION

[redacted]

25X1

1. Reliable figures on the Soviet Zone fuel distribution are available for the second half-year of 194[illegible]. The lists are based on official records which provide the following allocations to Soviet and German authorities:

a. Soviet Autorities: in tons

	Automobile gasoline	Technical gasoline	Diesel fuel	Benzol	Petroleum	Motor oil	Lubricating oil, grease
Reparations	10,300	-	1,848	5	5	16	37
GSOV (Gruppe Soviet Okkupatsioni Voisk)	25,000	-	7,000	-	300	1,500	214
SMA	12,360	160	2,450	-	40	757	185
SAG	23,000	1,200	4,800	600	414	930	3,300
Total:	70,660	1,360	16,098	605	759	3,203	3,736

b. German AUTHORITIES:

(1) **Zonal Plants**

Zonal Mining	2,000	15	2,500	720	40	167	1,900
Power generation	530	25	3,150	-	10	150	1,000
Stone and earth industry	120	-	509	-	5	25	95
Metallurgical industries	80	-	360	-	35	15	300
Machine construction and electric industries	65	303	780	60	225	30	725
Chemical industry	9,125	1,895	1,980	562	47	180	60
Light industry	824	1,030	2,300	100	41	100	1,100

CLASSIFICATION ~~SECRET~~ [redacted] 25X1

STATE	x	NAVY	x	NSRB		DISTRIBUTION
ARMY	x	AIR	x	FBI		

Document No. 006
No Change In Class. ☐
☐ Declassified
Class. Changed To: TS S (C)
Auth.: HR 70-2
Date: By: [redacted]

25X1

CONFIDENTIAL

(2) Laender	Automobile gasoline	Technical gasoline	Diesel fuel	Benzol	Petroleum	Motor oil	Lubricating oil, grease
Land Brandenburg	5,755	559	4,625	15	15	370	1,099
Land Mecklenburg	5,064	167	5,000	10	12	420	572
Land Saxony	14,781	1,102	9,698	40	30	1,000	1,613
Land Saxony-Anhalt	8,420	435	7,120	40	225	580	1,100
Land Thuringia	7,188	299	6,082	100	30	485	772
BERLIN, Soviet Sector	7,500	450	3,000	250	200	434	352
(3)							
Agriculture	8,000	15	50,000	-	1,600	2,700	800
German railroads	2,200	90	3,000	4	950	182	4,240
Shipping	550	10	3,000	10	50	125	160
Postal Service	1, 500	-	1,260	-	4	80	4
Interzonal and foreign trade	19,500	-	5,580	-	-	-	-
Miscellaneous	168	25	75	-	2	7	2
German central authorities	1,500	20	1,000	-	10	86	75
Reserves	1,351	1,050	10,349	121	10	611	460
Total German authorities:	96,221	7,490	121,368	2,032	3,541	7,747	16,429
Total Soviet authorities:	70,660	1,360	16,098	605	759	3,203	3,736
Total allocations for the second half-year:	166,881	8,850	137,466	2,637	4,300	10,950	20,165

c. The following allocation plan for May 1949 was supplied [redacted] 25X1

Authorities	Automobile gasoline	Diesel fuel	Motor oil
Reparations	1,500	7,000	
GSOW	2,000	800	
SMA	3,000	500	
Exports	1,500	7,000	
Railroads	265	400	
Shipping	80	500	
Postal Service	200	160	
Chemical industry	1,800	150	
Coal industry	250	400	
Motor traffic: in Saxony	2,400	1,320	100
in Thuringia	1,200	850	65
in Mecklenburg	750	500	45
in Brandenburg	1,070	550	45
in Saxony-Anhalt	1,250	1,150	70
in BERLIN	1,000	450	75
Industries: in Saxony	200	180	
in Thuringia	150	150	
in Mecklenburg	100	500	
in Brandenburg	80	100	

in Saxony-Anhalt	150	200	
in BERLIN	100	100	
Taxicabs in BERLIN	90	5	3
German Economic Commission(D K)	310	25	13,5
German Motor Traffic Center(DKV)	90	-	3
Zonal Trade offices	110	-	
German Administration of the Interior	460	100	
Other special contingent holders	1,895	415	
Reserve	1,000	500	
	24,000	29,000	

An annual production of 288,000 tons of automobile gasoline and of 348,000 tons of Diesel fuel would be required if the May allocation figures were the monthly average during 1949. Such a computation of the annual requirements would not furnish an accurate picture of the fuel situation.

The following production is provided in the 1949 schedule:

Power gas	26,400 tons	
Automobile gasoline	298,050 tons	(see para 1,b,(3))
Diesel fuel	306,379 tons	
Petroleum	11,400 tons	
Benzol	9,000 tons	

According to this schedule the automobile gasoline production would be about 10,000 tons higher than the requirements while the Diesel fuel production would be about 41,000 tons less. However, it must be assumed that this deficit will be balanced by lowering the quotas in other months. While the consumption of automobile gasoline in the second half-year of 1948 is higher than the consumption of Diesel fuel the situation is reversed in 1949.

d. No indications on aviation gasoline production are made in the available 1948 and 1949 schedules. However, it can be concluded from other reports that aviation gasoline is only produced in the hydrogenation plant of the Toplivo Soviet Corporation in BOEHLEN (N 52/K 29). According to insufficiently confirmed reports the annual production may be about 60,000 tons.

e. Detailed information on the 1948, 1949 and 1950 fuel consumption schedules, for civilian motor traffic was supplied in a previous report, according to which the following allocations for civilian motor traffic were provided for the five Soviet Zone Laender (Brandenburg, Mecklenburg, Saxony-Anhalt, Saxony, Thuringia) :

1940:	Automobile gasoline	98,674 tons;	Diesel fuel	82,043 tons
1949:	Automobile gasoline	179,016 tons;	Diesel fuel	73,078 tons
1950:	Automobile gasoline	194,794 tons;	Diesel fuel	72,718 tons

2. No summarizing information is available on the transportation routes of exported synthetic fuels, so no percentage figures can be supplied on rail or water shipments.

3. Soviet Zone fuel production for 1949 specified according to individual fractions and plant capacities; utilization degree of existing capacities:

a. The production of the following primary products by coal hydrogenation plants and refineries is provided in the 1949 production schedule: (in tons)

Item	SAG	VEB	Private plants	Total
Power gas	24,700	1,700	-	26,400
Automobile gasoline	285,000	13,050	-	298,050
Technical gasoline	-	9,000	10,000	19,000
Diesel fuel	284,900	21,470	-	306,370
Petroleum	3,000	8,400	-	11,400
Kogasin	10,700	2,850	-	13,550
Paraffingatsch	4,750	8,190	-	12,940
Hard paraffin	44,600	800	-	45,400
Soft paraffin	4,180	-	-	4,180
Pafaffin oil	2,000	-	-	2,000
Montanwax	-	8,900	-	8,900
Fuel oil (Masut)	30,600	5,000	-	35,600
Lubricating and automobile oils	32,600	52,100	-	84,700
Lubricating grease	-	1,994	5,006	7,000
Electrode coke	15,000	-	-	15,000
Total	742,030	133,454	15,006	890,490

b. The Soviet Zone has the following capacity for this production schedule:

Hydrogenation plants (Bergius process):

	Total Annual Capacity (in tons)
Hydrogenation plant in BOEHLEN (N 52/A 29) (Toplivo Soviet Corporation)	240,000
Hydrogenation plant in BRENHAIN (M 52/K 29) (Briquette Soviet Corporation)	110,000
Leuna Hydrogenation Plant (M 52/D 91) (Mineral Fertilizer Soviet Corporation)	30,000
Hydrogenation plant in ROSITZ (N 52/K 27) (Rasnes Soviet Corporation Plant)	25,000
Hydrogenation plant in ZEITZ-TROEGLITZ (M52/K18) (Gasoline Soviet Corporation)	312,000
Buna Plant in SCHKOPAU (M 52/D 91) (Caoutchouc Soviet Corporation)	5,000

Synthetic Plants (Fischer-Tropsch Process):	Total annual capacity (in tons)
Synthetic Plant in SCHWARZHEIDE (N 52/A 34) (Rasres Soviet Corporation)	95,000
Synthetic plant in LUETZKENDORF (M 52/D 80) (Nationalized plant - VEB)	24,000
Refineries:	
Refinery in LUETZKENDORF, VEB	120,000
Refinery in KLAFFENBACH (N 51/K 65), VEB	20,000
Refinery in HERRENLEITHE-PIRNA (N 51/F 38), VEB	10,000
Low-temperature carbonizing plants (fuel production capacity only):	
Low-temperature carbonizing plant in GOELZAU (M 52/D 95) (Rasres Soviet Corporation)	
Low-temperature carbonizing plant in WEBAU (M 52/K 09) (Smola Soviet Corporation)	65,000
Low-temperature carbonizing plant in KOEPSEN (M 52/K 09) (Maslo Soviet Corporation)	
Low-temperature carbonizing plant in HIRSCHFELDE (N 53/V 06', VEB	5,000
Present total annual capacity	1,061,000

c. The scheduled annual output of primary products of about 900,000 tons therefore corresponds to about 90 percent of the existing capacity. According to previous experience no higher utilization is possible. Further production increase would require an expansion of the coal hydrogenation plants. Such extension projects were reported in the ZEITZ-TROEGLITZ and BOEHLEN Hydrogenation Plants and in the LUETZKENDORF Synthetic plant where production could be increased by repairing wartime and dismantling damages. The extension work at the LUETZKENDORF Synthetic Plant is not completed. An additional production increase could be reached by following measures:

(1) Complete conversion of the Leuna Plant production from nitrogen to fuel. The annual fuel output of the Leuna Plant would then be about 300,000 tons. However there are no indications of such a production change.

(2) Complete utilization of the LUETZKENDORF Plant refining capacity, now utilized only about 50 percent. This would require regular monthly crude oil shipments of 10,000 tons from ZISTERSDORF near VIENNA. However, as the LUETZKENDORF Refinery is mainly producing lubricating oil the full capacity operation of this refinery would account for only a comparatively slight increase in fuel production.

d. The following fuel amounts were available to the Soviet Zone in 1949 from the domestic production of hydrogenation plants, low-temperature carbonizing plants and refineries:

Power gas	26,400 tons
Automobile gasoline	298,050 tons
Diesel fuel	306,379 tons
Petroleum	11,400 tons
Total	642,220 tons

A crude benzol output of 10,100 tons is also provided in the 1949 schedule, corresponding to a retort-oven coke production of 945,000 tons and a coke-oven production of 230,000 tons. Assuming 10 percent refining losses, the pure benzol output would amount to about 9,000 tons which would increase the total fuel production to 651,220 tons. Of this total, 597,600 tons are produced in SAG hydrogenation plants and the remaining 44,620 tons in VEB plants.

4. Sufficient reports have not been received to determine any changes in the system of allocations to the Soviet Zone consumers.

5. The fuel deliveries on reparation account, to the GSOV and to the SMA are individually listed for the second half-year of 1948 and in the allocation list for May 1949 and can be compared.

	Second half-year of 1948		One half-year of 1949	
	(in tons)			
	Automobile gasoline	Diesel fuel	Automobile gasoline	Diesel fuel
On reparation account	10,300	1,848	9,000	42,000
GSOV	25,000	7,000	12,000	4,800
SMA	12,360	2,450	18,000	3,000
	47,660	11,298	39,000	49,800

The production figures for one halfyear of 1949 are somewhat vague as the monthly average was based only on the May quota figures. The SAG plant allocations cannot be compared since the SAG figure is not separately listed in the 1949 May allocation schedule.

6. Estimated present Soviet Zone storage capacity for fuel and lubricants:

a. Storage capacity for "white products" (gasoline, Diesel oil, test gasoline, petroleum, fuel oil,, benzol and benzol homologaus products) (in tons)

In the Land Brandenburg	9,600
In the Land Mecklenburg	11,000
In the Land Saxony-Annalt	56,000
In the Land Saxony	64,000
In the Land Thuringia	14,400
In the BERLIN Soviet Sector	8,000
Total	163,000
Storage capacity of hydrogenation plants	56,000
Storage capacity of industrial plants	40,000
Storage capacity of barracks and airfields	32,000
Total	128, 000

Storage capacity of filling stations in Brandenburg	3,200
Storage capacity of filling stations in Mecklenburg	2,800
Storage capacity of filling stations in Saxony-Anhalt	20,600
Storage capacity of filling stations in Saxony	19,200
Storage capacity of filling stations in Thuringia	7,200
Storage capacity of filling stations in BERLIN, Soviet Sector	800
Total	53,800

Total storage capacity for "white products" : 344,800

b. Storage capacity for "dark products" (lubricating oil, motor oil, gear oil, superheated steam and saturated steam cylinder oil) (in tons):

Brandenburg (almost exclusively barrel capacity)		3,000
Mecklenburg (almost exclusively barrel capacity)		3,000
Saxony-Anhalt,	tank capacity	2,000
	barrel capacity	6,000
Saxony	tank capacity	2,000
	barrel capacity	7,000
Thuringia	tank capacity	600
	barrel capacity	6,000
Total storage capacity for "dark products":		29,600 tons

c. There are also about 8,000 mineral oil tank cars with an average capacity of 20 tons each.

d. No records on the present fuel stockpiling situation are available, so no detailed information can be supplied on any unusual fuel storage activity.